



Transportation Improvement Board

May 17-18, 2007 – Walla Walla, Washington

Lodging Location: Best Western Walla Walla Suites Inn

7 East Oak, Walla Walla WA 99362 - (509) 525-4700

**Meeting Location: Port of Walla Walla/Regional Airport Terminal Building
Mill Creek/Blue Mountain Room**

45 Terminal Loop Road, Walla Walla WA 99362 - (509) 525-3100

**May 17, 2007 – 1:00 PM
WORK SESSION AGENDA**

WORK SESSION			Page
<i>Increase Requests</i>			
1:00 PM	A. Town of Cusick: Sidewalk	Greg Armstrong	29
1:30 PM	B. City of Omak: Ross Canyon Road	Greg Armstrong	30
2:00 PM	C. City of Colville: Railroad Avenue	Greg Armstrong	31
<i>Route Jurisdiction Transfer Request</i>			
2:30 PM	F. Skamania County: USFS Road 90 – Preliminary Finding	Jeanne Burbidge	35
<i>Program Issues</i>			
2:45 PM	G. SCPP Supplemental Project Selection	Steve Gorcester	38
3:15 PM	H. Preliminary Program Size/Schedule (Nov. Projects Selection)	Steve Gorcester	40
3:45 PM	I. Proposed Criteria Approval	Greg Armstrong	42
<i>General Matters</i>			
4:00 PM	J. Election of Board Chair/Vice Chair	Leo Bowman	46
4:15 PM	K. Grant Applications and Assessment of Risk	Steve Gorcester	1

Dinner (*on your own*)



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May 18, 2007 – 8:30 AM

BOARD AGENDA

		Page
1.	CALL TO ORDER	Chair Bowman
2.	GENERAL MATTERS	
A.	Approval of March 23, 2007 Minutes	Chair Bowman 4
B.	Communications	Steve Gorcester
1.	Engineers hired for street job – <i>The Star - Online</i>	7
2.	CP retail plans unveiled – <i>Walla Walla Union Bulletin</i>	8
3.	Light-rail route vision mutates – <i>Spokane Journal of Business</i>	10
4.	Ferndale to get roundabout – <i>The Bellingham Herald</i>	13
5.	Ferndale approves roundabout – <i>The Bellingham Herald</i>	14
6.	Roundabout officially a go – <i>Ferndale Record Journal</i>	15
7.	Monte accepts bid for Main Street work – <i>The Daily World</i>	17
8.	State gives Monte more funds for street project – <i>The Daily World</i>	19
9.	2007 Bid Crises – Lease Crutcher Lewis Builders article	20
10.	Royal Avenue under construction – <i>Columbia Basin Herald Online</i>	21
11.	How to keep costs from busting your budget – <i>Daily Journal of Commerce</i>	22
3.	NON-ACTION ITEMS	
A.	Chair's Report to the Board	Chair Bowman
B.	Executive Director's Report	Steve Gorcester
C.	Financial Report	Theresa Anderson
D.	Project Activity Report (3/1/07 – 4/30/07)	Greg Armstrong 25
4.	ACTION ITEMS	
	<i>Increase Requests</i>	
A.	Town of Cusick: 4 th and Winchester Sidewalk	Greg Armstrong 29
B.	City of Omak: Ross Canyon Road	Greg Armstrong 30
C.	City of Colville: Railroad Avenue	Greg Armstrong 31
	<i>Route Jurisdiction Request</i>	
D.	Skamania County: USFS Road 90 – Preliminary Finding	Jeanne Burbidge 35
	<i>Program Issues</i>	
E.	SCPP Supplemental Project Selection	Steve Gorcester 38
F.	Preliminary Program Size/Schedule (Nov. Projects Selection)	Steve Gorcester 40
G.	Proposed Criteria Approval	Greg Armstrong 42
	<i>General Matters</i>	
H.	Election of Board Chair/Vice Chair	Chair Bowman 46
5.	FUTURE MEETINGS	
	July 26-27, 2007 (Port Angeles) Sept. 27-28, 2007 (Wenatchee) Nov. 15-16, 2007 (Tacoma)	
6.	ADJOURNMENT	



Board Policy Discussion on Application Questions May 18, 2007

What questions should be added to grant applications in order to improve assessment of risk?

A suggestion was made at the March 23 board meeting to add questions to the project application to improve information about potential project risks. Mr. Wessels developed the attached "Project Potential Risk Identification Form" as a possible example for agencies to use.

Background

At the May 2006 meeting the Board discussed whether apparent project risks should be considered when assembling the draft priority array. The Board directed staff to evaluate the probability of reaching construction based on staff knowledge and discussions with the applicant. In the event staff has concerns about the project reaching construction, the board concurred with leaving it off of the priority array.

To date, staff has attempted to evaluate and mitigate risk with the following considerations:

- Ensure proper coordination, particularly on WSDOT projects. Since 2001, a question has been included on applications for projects on or connecting to state highways to ensure WSDOT concurrence with the project.
- Since 2001, TIB requires a stamped engineer's estimate for the project. Previously, costs were usually determined based experience with costs per linear or square foot on previous projects.
- TIB requires a signed letter of commitment from funding partners specifying the amount of their contribution.
- TIB works directly with Department of Archaeology and Historic Preservation to screen projects prior to assembling the priority array.
- A formal delayed project review policy is in effect that promotes contract completion or if fraught with problems, ultimate withdrawal. The policy includes annual board review and a hearing in the third year of delay.
- TIB has implemented ongoing project performance reporting and a contact management policy to ensure that developing problems are brought to light.
- Staff field review projects prior to rating and both scores and project concerns are debated by the engineer group and then with the executive director in the process of assembling the priority array.

Project Potential Risk Identification Form

The _____ (agency name) has evaluated risk factors that could affect the design, scope, and delivery of _____ (project name).

The factors evaluated include but are not limited to property acquisition, possible affected properties and businesses, community support, environment, historic/archaeological, utilities, railroad, parks, site restrictions, traffic impacts, noise, subsurface conditions, and time restrictions (i.e., fish windows).

1. ROW Acquisition (list property to possibly be acquired)			
Owner/Address	Contacted?	Purchase or Condemnation?	Comments
2. Possible Affected Properties (i.e, business, residence, school)			
List Owner/Address	Contacted?	Support?	Comments
3. Community Support			
List Owner/Address	Contacted?	Support?	Comments
Council/Commission			
Business Associations (list)			
Community Groups (list)			
Tribes			
School District			
Other			
4. Environmental Issues			
	Agency Contacted?	Permit Requirement	Comments
Jurisdictional Water			
Shoreline Permit			
Hazardous Materials			
Environmental Review Process			
Other			
5. Unique Features			
	Yes/No?	How?	Comments
Historical/Archaeological			
Railroads			
Park Property			
Tribal Land			
Other Agency Jurisdiction			

6. Subsurface Conditions			
Type	Evaluated?		Comments
Unstable Slopes			
Peat or Unstable Soil			
Contaminated Soil			
Contaminated Groundwater			
7. Utilities			
Identify Owner	Contacted?	Relocation Delay?	Comments
Power			
Water			
Sewer			
Phone			
Fiber Optic			
Gas			
Cable			
8. Linkage to Other Projects			
List	Impact?	How?	Comments
9. Work Restrictions			
List	Yes/No?	If Yes, When?	Comments
Fish Window			
Traffic Impact			
Noise Restriction			
Utility Shutdowns			
Community Events			
Other			
10. Other Risk			
			Comments

**Transportation Improvement Board
March 23, 2007
Yakima Oxford Suites
Yakima, Washington**

MINUTES

TIB BOARD MEMBERS PRESENT

Commissioner Leo Bowman, Chair
Councilmember Jeanne Burbidge, Vice Chair
Mr. Todd Coleman
Ms. Kathleen Davis
Mr. Mark Freiburger
Councilmember Bill Ganley
Councilmember Calvin Goings
Ms. Paula Hammond
Ms. Doreen Marchione

Councilmember Neil McClure
Mr. Dave Nelson
Commissioner Greg Partch
Ms. Heidi Stamm
Mr. Harold Taniguchi
Mr. Steve Thomsen
Mr. Jay Weber
Mr. Ralph Wessels

TIB STAFF

Steve Gorcester
Rhonda Reinke
Greg Armstrong
Theresa Anderson
Eileen Bushman/recorder

TIB BOARD MEMBERS NOT PRESENT

Mr. Dick McKinley
Ms. Robin Rettew

CALL TO ORDER

Chair Bowman called the meeting to order at 9:00 AM.

GENERAL MATTERS

A. Approval of January 26, 2007 Minutes

MOTION: It was moved by Councilmember Ganley with a second from Commissioner Partch to approve the minutes of the January 26, 2007 Board meeting as printed. Motion carried unanimously.

- B. Communications** - Steve Gorcester referred the Board to the newspaper articles in the board packet. He specifically noted the article in *The Boomerang* regarding the TIB funding to help repair the sidewalk in the Town of Garfield. He also distributed a copy of the Transportation Commission's Annual Report, which mentioned the Smart Buy recommendations that TIB was asked to provide to OFM.

NON-ACTION ITEMS

- A. Chair's Report** - Chair Bowman noted that the November Board meeting dates had changed. The initial Nov. 28-29 date has been changed to Nov. 15-16, 2007.

He also mentioned that the Chair and Vice Chair elections would be held at the May meeting. He reminded the Board of the process, including the two positions fluctuating between a city and county representative.

B. Executive Director's Report

Steve Gorcester reported on the following:

- The CHAP retention bill would likely pass through the Legislature, which would give about \$4.5 million in appropriation for the biennium - compared to the previous \$2 million. This funding would go into the SCPP. Because it is too late for a Call for SCPP projects, staff will e-mail a request for proposals and bring a selection list to the Board at the May meeting.
- Steve is presenting at the Government Finance Officers' Association (GFOA) in June. This is the first national presentation of the performance measures and the TIB dashboard system.
- TIB and FMSIB coordinated meetings with BNSF and local agencies to be held in conjunction with the APWA meeting in Everett in April.

- Stewart Road in Pacific and Valley Mall Boulevard in Union Gap have large funding shortfalls. TIB staff is working with Pacific on scope change options for Stewart Road and working with Union Gap to get the project to bid.
- The following recent project was highlighted:
 - City of Sultan – Sultan Basin Road ribbon cutting

C. Financial Report

Theresa Anderson reported that the outstanding payments were stable in the TIA at \$2.5 million and in the UATA at \$1.8 million. The fund balance in the TIA is \$3.9 million and \$11.8 million in the UATA.

Cumulative expenditures in the UATA are \$90.0 million, which includes bond debt and operation expenses. The cumulative revenue for the biennium is \$97.2 million. In the TIA, cumulative expenditures are \$82.9 million, with cumulative revenue at \$84.4 million.

Of the \$373.8 million remaining obligation, \$154 million is for projects funded through the TIA with \$218.4 million funding projects from the UATA.

D. Project Activity Report

Greg Armstrong reported on the changes in the project activities in the past two months. Of the 79 project actions, 31 were closouts, seven went to bid award, and the remainder are in design or construction. The SCAP, SCPP, and UCP ended this reporting period with surpluses. There were increases in the SP and UAP. All of these activities resulted in a net decrease of \$43, 448 in TIB obligations.

ACTION ITEMS

- A. City of Ferndale: Malloy Road Increase Request** – A scope change and increase request for \$450,000 were approved by the Board at the March 2006 meeting. Since that time, the city has had difficulty obtaining the right of way needed for the project, which has caused delays and additional cost increases. The city is now requesting an increase of \$503,110 to construct the project in summer 2007.

MOTION: It was moved by Mr. Weber with a second from Councilmember McClure to approve a \$503,110 increase for the Ferndale Malloy Road project, with the provision that the City of Ferndale may not approach the Board again for an increase request on this project and that no administrative increases are granted. Motion carried unanimously.

Mr. Wessels and Ms. Stamm went on record to request that the application process include an opposition and risk factor that might recognize any obstacles before awarding the grant.

- B. City of Montesano: Main Street Increase Request** -- The city opened bids in October 2006, but rejected all that came in because they were too high. The project was revised, eliminating landscaping and decorative lighting, and readvertised. With bids still coming in 15% higher than anticipated, the city increased their local match by \$201,139 to help minimize the \$187,882 increase request from TIB.

MOTION: It was moved by Commissioner Partch with a second from Councilmember Burbidge to approve the \$187,882 increase, bringing the total to \$687,882 in SCAP funds. Motion carried unanimously.

- C. City of Toppenish: Toppenish Avenue Increase Request** -- The city of Toppenish is requesting an increase of \$174,585 because of rising costs of construction materials and labor, the discovery of unsuitable sub-grade materials that must be removed and replaced with imported materials, and an unrealistic cost estimate from the railroad to upgrade the two railroad crossings along the project. BNSF is providing half of the cost of the upgrade.

MOTION: It was moved by Councilmember Ganley with a second from Ms. Marchione to approve the \$174,585 increase, bringing the total to \$650,585 in UAP funds. Motion carried unanimously.

D. Skamania County USFS Road 90: Ad Hoc Committee Appointment

MOTION: It was moved by Mr. Nelson with a second by Mr. Weber to establish a committee to review Skamania County's RJT request to transfer USFS Road 90, Curly Creek Road, and Wind River Highway, between SR 503 and SR 14, from Skamania County and USFS jurisdiction to WSDOT with the following Board members:

- Jeanne Burbidge, Chair
- Leo Bowman
- Todd Coleman
- Bill Ganley
- Paula Hammond
- Greg Partch

Motion carried unanimously.

Chair Bowman invited other board members who were interested to sit on the committee as long as the total number of committee members did not total a majority of the board.

E. WAC 479-05 Revisions Approval – The revisions to WAC 479-05 were discussed at yesterday's work session. The following changes were noted:

- 479-05-011 – Remove "emergency"
- 479-05-020 – "Perpetual Plan" will be changed to "Six-Year Plan"
- 479-05-070 – Remove this section
- Minor housekeeping changes discussed will be addressed by TIB staff

MOTION: It was moved by Mr. Weber with a second from Mr. Davis to approve the revisions made to WAC 479-05, including the changes above, with final adoption after a public hearing. Motion carried unanimously.

FUTURE MEETING

The next TIB meeting will be held on May 17-18, 2007 in Walla Walla. A meeting notice for this will be sent out on April 27, 2007.

EXECUTIVE SESSION

The meeting adjourned at 10:05 AM for executive session pursuant to RCW 42.31.110(1)(g) to review the performance of a public employee. The executive session was expected to last approximately 20 minutes.

PUBLIC MEETING RECONVENED

The public meeting reconvened at 10:30 AM. No action was taken.

ADJOURNMENT

The meeting adjourned at 10:35 AM.

The Star - Online

News and Advertising in the Grand Coulee Dam Area

03/21/2007

Engineers hired for street job

By: Roger S. Lucas

Elmer City has hired the engineering firm Gray & Osborne to develop plans for the improvement of Elmer City Way from First Avenue to Third Avenue, a twisty much-used street that takes you from SR-155 to the Lower River Road.

The town recently received word that it had been awarded a \$519,550 grant from the Transportation Improvement Board for the project. The project is listed in the town's six-year transportation improvement plan.

The town had applied last year for the same project but was a few points short of selection, Mayor Mary Jo Carey stated.

It will be the first major street project in the town in the past several years.

In making a bid for the project, Gray & Osborne, a Yakima firm, stated "the majority of our firm's transportation work is funded through the Transportation Improvement Board (TIB)."

from Archives: Local News

Updated: Wednesday, March 21, 2007

CP retail plans unveiled

But the big question - who is coming to town - remains unanswered.

By Andy Porter of the Union-Bulletin

COLLEGE PLACE - A curious crowd turned out Tuesday to quiz developers on a new retail park, but the big question of the night remained unanswered.

"I think the first question is who are going to be the tenants, but I can't tell you at this time," Robert Andrews told some 60 people.

Andrews, managing partner for Verus LLC, said confidentiality agreements kept him from revealing who will be moving into the large spot marked "major retail pad" on a drawing of the site next to Myra Road.

But, he said, "I hope to be able to announce it in the near future."

The meeting at Meadow Brook Intermediate School was the first public unveiling of plans to develop 35.5 acres south of the Home Depot into a complex of shops anchored by the yet-unidentified major retailer.

Andrews said the company expects to begin the application process with the city within the next month with the filing of a state Environmental Protection Act application.

Residents at the meeting who live around the site questioned Andrews and other project members about light and noise issues, traffic, drainage and other concerns. While several expressed guarded optimism about the development, one man accused Andrews of "flat out lying" about being able to control glare from lights.

"This whole thing is going to ruin our property values," he said.

Andrews, however, said "we have no interest in building something that isn't viable" and said developers will make every effort to address concerns. "Our intention is to be a good neighbor."

In response to a question of why the development isn't being sited in some other area, such as Blue Mountain Mall, Andrews said the project is being built in College Place because "this is where the retailers are telling us where they want to be."

Denise Mann, a Deccio Road resident, urged residents to retain an attorney as she and others did when the Home Depot store was built.

“You need legal counsel to get things done,” she said. The results have been that noise, lighting and other issues were addressed and property values, in fact, have increased.

“You can make this workable, we did,” she said.

While the meeting was hosted by Verus, several College Place city officials were on hand to answer questions and provide information about the extension of Whitman Avenue.

City Administrator Pat Reay said that project is moving ahead with the aid of a \$990,000 Transportation Improvement Board grant the city received in December.

Construction on the \$3.8 million road project is expected to begin this summer, he said. When completed, the road will extend Whitman Avenue from Larch Avenue to Myra Road.



The Journal of Business

From Page One

The issue dated March 22, 2007

Light-rail route vision mutates

Jurisdictions face off over land as STA prepares to buy more

By Rocky Wilson

The future of a 10.5-mile stretch of former railroad right of way through Spokane Valley is continuing to be debated four months after Spokane County voters rejected further studies of a light-rail system long proposed for development on that land.

The county, which owns most of the right of way, still considers the long, narrow strip of property crucial to meeting long-term transportation and sewer-system needs. For now, though, it's trying to resolve a dispute with the city of Spokane Valley over part of that right of way, which is located mostly within that city's boundaries. It has offered a compromise under which it would retain ownership of some of the land the city covets, protecting it for future county-related uses, but that also would turn over part of it to the city to use for a desired street extension.

Spokane Valley has issued a counterproposal under which it still would take over complete ownership of the stretch of right of way within its borders, but would dedicate part of that right of way for future mass transit needs.

Those proposals were exchanged by letter long after Spokane Valley filed litigation with Spokane County Superior Court in December, asking the court to grant the city ownership of the right of way from University Road to its eastern boundary, at Hodges Road. A pre-trial date of May 25 has been set to hear the matter, and a trial date has been set for June 4, says a spokesman from the Spokane County Clerk's office.

Susan Meyer, CEO of the Spokane Transit Authority (STA), says there currently are no plans for any form of mass transit other than light rail to run through that corridor. Yet, the previously discarded option of running a bus rapid transit line through the corridor will be reconsidered at next month's STA board of directors' meeting, she says.

The STA board voted in January to discontinue preliminary engineering work on the envisioned light-rail system, per county voters' wishes, yet left open the possibility of such a system being developed someday by setting aside \$5 million for possible additional right of way acquisition. The purpose of that acquisition would be to expand the entire right of way, which becomes as narrow as 55 feet in some areas, to the 100-foot width that STA considers necessary to accommodate Spokane Valley's road needs plus a future mass-transit corridor.

County Commissioner Todd Mielke estimates that buying the remaining needed right of way would cost the STA, or other agencies as well, up to \$12 million in today's dollars, and obviously more than that if more time passes until the land is bought.

In last November's election, voters rejected two advisory light-rail propositions. One asked whether STA should conduct a study on how to pay for the \$263 million project, and the other asked if STA should use its existing resources to pay for preliminary engineering and design for the light-rail line.

Shortly thereafter, the city of Spokane Valley filed its lawsuit against the county asking Spokane County Superior Court to grant it ownership of a 5.5 mile piece of the right of way from University Road to its eastern city limits. The city already owns a mile of that right of way, between Dishman-Mica and University roads, which the county deeded to the city when Spokane Valley incorporated in 2003. Mielke says that transfer of ownership was mandated by state law because there was an existing roadway there.

Overall, the Milwaukee Road right of way that was to be the backbone of the light-rail system is an 11.5 mile piece of land that extends east from near the intersection of Dishman-Mica and Sprague Avenue, in Spokane Valley, to 1.25 miles west of the Idaho state line.

The entire 15.5-mile route that was proposed for light rail, and that still could be considered as a future mass-transit corridor, stretches from near the STA bus depot, at 701 W. Riverside in downtown Spokane, into Liberty Lake.

Playing into the jurisdictional conflict is the county's main sewer line, which is buried beneath much of the right

of way and serves two-thirds of the entire valley population. Bruce Rawls, the county's utilities director, says that to access the large sewer main, the county needs a 30-foot wide piece of right of way there that's unencumbered by buildings or permanent light-rail lines.

Mielke says the sewer main is the county's primary interest in the corridor for now. That sewer main would become the biggest pathway for waste water transmitted to a \$106 million waste-water treatment plant the county is in the process of developing.

Spokane Valley

Spokane Valley's immediate interest in the right of way involves its desire to extend Appleway Boulevard, a key arterial, two miles between University and Evergreen roads. In its Superior Court suit, though, it's asking to be granted ownership of all of the right of way from University to the city's eastern boundary, at Hodges Road, which would amount to another 3.5 miles.

Mielke says, "They (Spokane Valley) want us to give them road right of way at no cost," which he opposes. He says the county's proposal would give Spokane Valley ownership of the right of way it needs to extend Appleway to Evergreen. In exchange, the county wants Spokane Valley to give it ownership of a smaller chunk of right of way it owns between Dishman-Mica and University that the county wants for future mass transit uses.

Meanwhile, Spokane Valley—about four years old and already one of the 10 largest cities in the state—sees the extension of Appleway Boulevard east of University as its No. 1 priority.

Spokane Valley City Councilman Dick Denenny says, "Nothing can happen unless we extend Appleway from University to Evergreen." He says a \$400,000 study found that extending Appleway to Evergreen not only would alleviate future transportation problems there, but would pave the way for development of a proposed 20-acre mixed-use City Hall complex just east of where Appleway curls back to Sprague, at University.

Jerry Lenzi, regional director of the Washington state Department of Transportation, says the state's Transportation Improvement Board is holding more than \$4.2 million for Spokane Valley to tap to extend Appleway from University to Evergreen, but can't release that money until the city meets criteria for award of those funds. He says those criteria include developing a plan for the project, completing required environmental documents, and getting the project listed in the federal Metropolitan Transportation Plan, which includes urban areas of more than 200,000 population.

In its suit against the county, Spokane Valley says that receipt of those funds also depends on it gaining ownership of the property where the Appleway extension would be built.

The county's proposed compromise solution involves offering the city ownership of the 72 feet of right of way the city needs to expand Appleway between University and Evergreen. In return, the county would retain its sewer rights there, retain ownership of the rest of the right of way, and gain ownership of 28 feet of city-owned right of way between Dishman-Mica and University. The county's proposal also suggests that the two entities agree to continue negotiations "with regard to the remainder of the property east of Evergreen."

Because some stretches of the right of way within Spokane Valley, mostly east of Evergreen, are as narrow as 55 feet, more right of way would need to be purchased to meet both Spokane Valley's needed 72 feet for a road and an additional 28 feet for a mass-transit corridor, says Meyer, STA's chief executive.

Mielke says he'd prefer to see a 28-foot wide strip of mass-transit right of way under one ownership throughout the entire 15.5-mile corridor, but Meyer disagrees.

She says the key is to acquire and maintain the necessary 28 feet of mass-transit right of way and keep it under public ownership for future development. She says she isn't concerned that the cities of Spokane, Spokane Valley, and Liberty Lake, as well as Spokane County, currently control stretches of that corridor.

Because of Spokane Valley's pending litigation against the county, city officials are reluctant to talk about the right of way. Denenny says, though, that Appleway, when built east of University, could become a two-way street and not necessarily an extension of the Sprague-Appleway couplet that exists now between where Interstate 90 crosses over Sprague and University. Spokane Valley, as part of its \$400,000 study, is taking steps that could lead to converting both legs of that 2.5-mile couplet back to two-way traffic.

Glenn Miles, transportation manager of the Spokane Regional Transportation Council, says Spokane County is bound by its countywide planning policies to preserve the old railroad right of way as a corridor for future transportation uses.

The county acquired the right of way in 1980 for \$3.25 million. The property had been owned by the Chicago

Milwaukee St. Paul & Pacific Railroad Co., of Chicago, also called the Milwaukee Road, until that company fell into receivership. The property became known simply as the Milwaukee Road right of way.

Both Spokane County and Spokane Valley, in the former's proposed compromise solution and in Spokane Valley's written response to that letter, stated their intentions are to see 28 feet of right of way preserved for future mass-transit uses.

Meyer, of the STA, says that Union Pacific Railroad and Burlington Northern Santa Fe Railway, along with about 30 private landowners, own land adjacent to the right of way that's less than 100 feet wide, mostly east of Evergreen. She says STA soon will hire an acquisition specialist to develop an acquisition strategy to buy land to expand the entire corridor to a width of 100 feet.

Contact Rocky Wilson at (509) 344-1264 or via e-mail at rockyw@spokanejournal.com.

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Mar. 28, 2007

TRANSPORTATION

Ferndale to get roundabout

SAM TAYLOR

FERNDALE — The city's first roundabout project is finally fully funded, thanks to a large chunk of change from the state.

Mayor Jerry Landcastle and Public Works Director Bob Cccile worked with the state's Transportation Improvement Board, which recently announced the city would be awarded an additional \$503,110 for the project. City officials had already brought in more than \$1 million from the state.

"It's a big victory," Landcastle said, adding that state funding makes up about 65 percent of the project, scheduled to start this summer.

The roundabout, a one-lane version of those along Cordata Parkway in Bellingham, would be at the intersection of Vista Drive and Malloy Road, near Ferndale High School.

That area has had about 40 crashes since 2001, although many weren't directly related to the intersection, according to the Washington state Department of Transportation.

**THE BELLINGHAM HERALD**
TheBellinghamHerald.com

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The Bellingham Herald, 1155 N. State St., Bellingham, WA 98225, Phone (360) 676-2600.

Apr. 17, 2007

TRANSPORTATION

Ferndale approves roundabout

Some think the \$2.4M price tag is disappointing

SAM TAYLOR

FERNDALE — The city's first roundabout, a contentious \$2.4 million project, was approved Monday night by City Council members although several leaders were disappointed by how much would be spent.

RAM Construction of Bellingham was awarded the \$1.3 million contract to build the roundabout at Vista Drive and Malloy Road, near Ferndale High School in a 5-1 vote.

Councilman Keith Olson voted against the project, with Councilman Ken Downey absent from the meeting.

Other costs for the project include a little more than \$1 million for planning, engineering and right of way purchases. Several houses were bought to make way for the structure.

Olson said he could not support the project because of the costs, which have increased significantly since the first construction estimates were prepared in 2002 at about \$919,000.

He also said that traffic accident figures being cited to support the project — about 40 since 2001, according to the Washington state Department of Transportation — have been proven inaccurate.

"They've been completely debunked," Olson said. "(There has only been) one accident in 10 years."

The issue has been a subject of debate and the question has not been settled.

Olson also disagreed with the fact that the city was going to have to spend an additional \$463,000 in matching funds because the state's Transportation Improvement Board had recently given Ferndale about \$503,000 on top of the \$1 million that had been allocated previously.

City Treasurer Mark Peterson told council members that the state was paying for about 65 percent of the project and the city was contributing about 35 percent.

Both voted for the project, but Councilmen Mike Reilly and Mel Hansen expressed concern about the bids compared to initial estimates for construction.

The lowest bid was for about \$1.2 million, with additional water and sewer construction added in at about \$115,133, from RAM Construction.

"I think we're probably going to have to go ahead with it," Reilly said, "... but I think it's a lesson learned."

Councilman Gary Jensen also disagreed with the construction figures, and joked that even if grandstands were put up around the structure and people were charged to watch cars crash into each other as they drove through it, enough money still would not be generated to pay for the project.

City Administrator Greg Young has said previously that ground will be broken on the project in June.

Reach Sam Taylor at sam.taylor@bellinghamherald.com or call 715-2263.

Record-Journal

Serving Ferndale, Custer and Northwest Whatcom County since 1885.

NEWS

April 18, 2007

[e-mail this article] >post/view comments (2)

Roundabout officially a go

Council reluctantly approves \$1.3 million construction bid

by **Matthew Anderson**
Record-Journal editor

Ferndale is getting its roundabout.

The oft-debated roundabout project, which proponents hope can make sense of what they say is a convoluted intersection adjoining Ferndale High School, officially is coming now that the Ferndale City Council has approved a \$1.3 million construction bid.

The Council voted 5-1 Monday night, with Councilman Keith Olson opposed, to approve the \$2.5 million project, which also involved engineering costs and the purchasing of right of way. Councilman Ken Downey did not attend the meeting.

The project's future had seemed tenuous of late after some City Council members said rising costs could scuttle the project despite that the city already had spent thousands to move it along.

At the meeting Monday, Olson called the project "throwing good money after bad."

The Council approved the plan despite that the lowest bid, from Bellingham's RAM Construction, was roughly \$400,000 higher than estimated.

But the recent infusion of another \$503,110 from the state Transportation Improvement Board, which already had pledged more than \$1 million for the project, helped ensure the traffic circle's eventual approval.

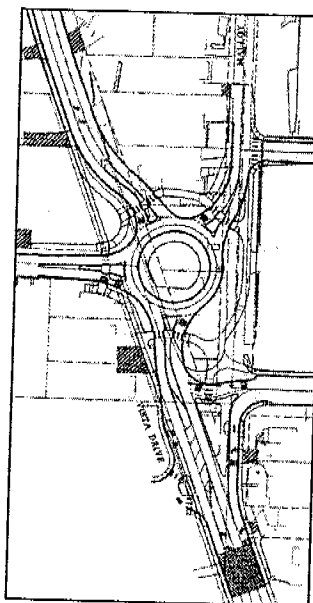
Stevan Gorcester, the state TIB's executive director, said rapid increases in construction costs have bloated construction figures throughout the state. Rates have jumped 15 percent per year for three years after having increased at 5 percent for the previous 20, he said.

"We have dozens of projects that are short of money now," he said.

With Monday's approval of the construction contract, the roundabout's total tally to date is \$2,544,470. The city's share of that is \$854,810, and \$1,581,746 has come from the TIB.

City Treasurer Mark Peterson said the city was paying for roughly 35 percent of the project, with the TIB taking care of the other 65 percent.

The project is important for the city, Gorcester said.



REICHHARDT & EBE

COURTESY ILLUSTRATION

With a 5-1 vote, the Ferndale City Council on Monday approved construction of the roundabout near Ferndale High School that would tie together Vista Drive, Ferndale Terrace, Malloy Street and Shuksan Street.

"Ferndale has one of its worst intersections sitting in front of its high school," he said. "There are a lot of accidents clustered around that intersection."

In voting against the plan, Olson recalled accident figures raised a year ago that showed more crashes at that spot than actually occurred, he said.

"It just amazes me that this thing continues after those accident figures were completely debunked," Olson said.

But whatever the accident counts, the current intersection needs to be modified, Councilman Mel Hansen said.

"All you have to do is go up there at 2:30 in the afternoon to realize there's a problem," he said.

Despite that they approved the plan, nobody on the Council seemed excited at what the project ultimately is going to cost.

"I think we're going to have to go ahead with it, but it's a lesson to be learned," Councilman Mike Reilly said. "It's cost the city a whole lot more than it should have. It's cost the state a whole lot more than it should have. It's wrong."

The city of Ferndale initially had planned to put a traffic light at that intersection, an idea that didn't sit well with the Ferndale School District.

The signal plan would have closed Shuksan Street, which the district uses to line up buses for loading and unloading students.

The TIB then proposed the roundabout plan to the city.

In July of 2005, the Council voted 5-1 to scrap the project and go back to the idea of a traffic light. Then, in April of 2006, the Council voted to resurrect the project after the TIB pledged an extra \$450,000 to the city. At its next meeting, after revisiting the accident figures, the Council again voted on the project, narrowly letting it continue on a 4-3 vote.

Officials expect construction to begin after school gets out in June.



[Print Page](#)

Monte accepts bid for Main Street work

By Terry Loney - Daily world writer

Friday, March 16, 2007 11:21 AM PDT

Montesano — The bids came in over budget, but Mayor Dick Stone told the City Council he is certain the city can make up the difference with state help so it can undertake a long-awaited renovation of part of Main Street.

The improvements would be made on Main Street from Brumfield Avenue, by the Monte Square business complex, to 100 feet north of Wynooche Avenue.

The project calls for completely rebuilding the street and installing new water and sewer lines, new storm sewer lines, new street lighting and new sidewalks. Trees will be planted along the street.

Stone said the low bid, is \$928,921 from Rognlin's Inc. of Aberdeen.

The city will pay for another \$106,000 to install street lights and pay flaggers who will direct traffic around the railroad tracks during construction. Those two items were not included in the bid price, Stone said.

The total project cost is \$998,000.

\$90,000 short

The city has about \$907,600 earmarked for the project, Stone said in an interview. That leaves the city about \$90,000 short, he added.

"We are going back to (the state) to talk about additional funding from them," Stone said.

The state's Transportation Improvement Board is providing the bulk of the funding for the project, and has already given the city \$625,000 in grants.

Stone said whether or not the state kicks in the additional funding, the city will still begin construction by "early May at the latest."

If nothing else the city will cover the additional costs with its own funds.

Councilwoman Vini Samuel said doing that would probably mean not completing any other street work in the city for the rest of 2007.

That would mean no pot hole filling or other improvements anywhere, she said. "We will just have to give up quite a lot."

"We will make it work; it is quite doable," Stone said.

The council voted 6-1 to accept the bid from Rognlin's.

Councilman Ron Malizia cast the lone no vote.

"It is a matter of money," he said. "It is costing 15 to 20 percent more than we expected. It is over budget and we haven't" started construction yet.

He said he feels the city may be put in a difficult financial position due to the project's costs.

He added that he does not want the project's scope reduced and it may be better to wait until the city can fully fund it without worrying about compromising other city projects.

He was not alone in his angst.

Councilman Pat Herrington voiced similar concerns, but still voted for it.

He said approving the bid means any other work in the city is dependent on receiving additional state funding. There would not even be funding for any emergency work, he said.

Stone noted the city has enough left in its current expense budget to cover some emergency road repairs if needed.

The project was originally estimated to cost \$717,000.

The low bid for the project received last year was more than \$300,000 over the budget. The city shelved the project and sought new bids in February.

Terry Loney, a Daily World writer covering East County, can be reached at (360) 532-4000, ext. 137, or at tloney@thedailyworld.com

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Print Page

State gives Monte more funds for street project

By Terry Loney - Daily world writer

Thursday, March 29, 2007 10:59 AM PDT

Montesano — The state Transportation Improvement Board has given the City of Montesano a second bump in a grant to help pay for its effort to revitalize the main entrance to the city.

The Board agreed to give the city another \$62,882 to cover costs for the Main Street project.

"It is a little less than we hoped for," Mayor Dick Stone said. But it helps cover the \$90,000 gap between the cost of the project and the amount of funding the city has to pay for it, he said. "I can come up with the other \$30,000 or so that we need" from city funds, Stone added.

The total project cost is \$998,000.

The Board had already given the city a \$500,000 grant — \$41,000 of which was spent on design work — and another \$125,000 to help cover cost increases.

The improvements would be made on Main Street from Brumfield Avenue, by the Monte Square business complex, to 100 feet north of Wynooche Avenue.

The project calls for completely rebuilding the street and installing new water and sewer lines, new storm sewer lines, new street lighting and new sidewalks. Trees will be planted along the street.

The bulk of the work — \$928,921 — is being handled by Rognlin's Inc. of Aberdeen.

The rest is water/sewer work and landscaping that the city is taking care of itself.

The city will pay for another \$106,000 to install street lights and pay flaggers who will direct traffic around the railroad tracks during construction. Those two items were not included in the bid price, Stone said.

The city has already paid for the design work and work was done to upgrade the railroad crossing near Montesano Farm and Home store.

The project was originally estimated to cost \$717,000.

But cost increases for materials drove up the cost of the project.

The city planned to start the project last year, but the low bid was more than \$300,000 over the budget. The city shelved the project and sought new bids in February.

Rognlin's Inc. submitted its bid then.

Terry Loney, a Daily World writer covering East County, can be reached at (360) 532-4000, ext. 137, or at tloney@thedailyworld.com

From: "Wessels, Ralph" <Wessels.R@portseattle.org>
Date: Mon, 30 Apr 2007 10:59:19 -0700
To: <Leo_Bowman@co.benton.wa.us>, <SteveG@tib.wa.gov>
Conversation: Construction Cost Relative to Bid Timing
Subject: Construction Cost Relative to Bid Timing

I thought I would send you the article below from Lease Crutcher Lewis.
You might want to consider sharing with the TIB Board and staff.

Best regards,
Ralph Wessels

Lease Crutcher Lewis Builders

2007 Bid Crisis

By Sandra Matson

As cost consultants we see projects with bid dates that are determined by their design schedule or by the owner's occupancy schedule with no account taken for the time of year. We are continually warning clients that insist on bidding during the busy months that they will pay for that bid date: "If it bids in August - then you will need to add at least 25% to our cost estimate". This bid climate has us submitting estimates that the client cannot afford and the entire design team is subject to some serious in-house value engineering. Most projects out to bid come in high and are subject to re-design, re-bid or death as seen commonly as "ABR" or "all bids rejected".

Bid Climate Reality (Ouch!)

We have been keeping record of the published bid results. The results are frightening and should be a wake up call to ALL: out of the last 32 public bids 60% were rejected because the bids came in too high! The projects budgets ranged from \$50,000 in Electrical Upgrades to a \$46,700,000 new high school. The actual bids came in from \$130,000 to \$60,500,000! With a range of 10% over the budget to 150% over the budget! Out of these 32 sample projects there was only one project that came in on the estimated budget. Out of these 32 projects 18 were rejected, while many of them just bit the bullet and went for the higher costs. The average number of bidders per project was 1-1/2. The average percentage over the bid was 25%!

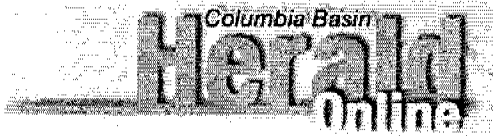
We interviewed 12 Seattle and Spokane area large General Contractors and asked them what their take on the bid environment was and what could an owner do to fix it. They all said the same thing:

1. Public Projects are no longer attractive to the General when there are many private projects bidding that have fewer strings attached (risks that can cost money) and are more lucrative.
2. Many of these General Contractors are booked with work through 2008 and beyond. Some of them will no longer bid ANY public projects, while some of them said they would consider it if the project was attractive and fit into their schedule.
3. It's not just the Generals that are busy - they are having a hard time getting sub-bids - especially mechanical and electrical (remember that Mech/Elec bids can be 50% or more of the entire bid).
4. The number one thing that they all warned about was the time of year of the bid: They suggest bidding October through March. Any other time and you can throw the budgets out the window. You will get fewer bidders - if you're lucky enough to get even one bidder - and they (the GC's) will get fewer sub-bids and will throw in last minute "safe" allowance for missing sub-bids; the material suppliers are experiencing back ordering and projects suffer with long lead items which increases the material costs during the busy time of year.

Understanding Escalation

Look it up in a publication? 7.5% per year. Look it up on the State of Washington's OFM site? 3.7% per year. What does Sellen Construction say? 9% per year in 2006. What does Absher Construction say? 10% for 2006.

So what is escalation and how is it measured? Escalation for the construction industry looks at the cost of construction from January of one year to January the next year and compares the two. This number will vary from contractor to contractor and agency to agency. So how can there have only been 10% escalation in 2006 when the actual bids show an average of 25% over the budgets? Because escalation spikes during the busy summer months. If escalation were measured from January to July it would show 25% to 50% or more in some cases. Escalation as a rule does not take this spike into account and it can cost a project its life! We advise all of our clients to NOT bid during these busy months. If you have a project scheduled to bid this May through August - you will actually save money by waiting to bid until November or even better, February.

[Print Page](#)

Royal Avenue under construction

ROYAL CITY -- Royal Avenue in Royal City will be replaced soon.

The construction is in the preliminary phase as a crew began surveying the roadway.

The replacement is needed because the roadway is old and wasn't built to proper standards, Finance Director Anita Sather said.

The city applied for funding to replace the avenue from the Transportation Improvement Board (TIB). They were approved for more than \$1 million.

The city must contribute the remaining amount of approximately \$145,000.

The project will be done in two phases, she said.

The first phase of Royal Avenue extends from Highway 26 to Fern Street. The second phase, still awaiting approval, extends .24 miles from Fern Street.

The new roadway will be complete with sidewalks and curbs, Sather added.

Waterlines under Royal Avenue may be replaced. The replacement is pending upon whether or not the city can obtain TIB funding for the additional project.

-- Staff report

Construction

May 2, 2007

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How to keep rising costs from busting your budget

■ *WSDOT Secretary Doug MacDonald said municipalities need to say “this is not our fault” when it comes to escalating project costs.*

By BENJAMIN MINNICK
Journal Construction Editor

A panel of industry experts recently took on a challenge: how to manage rising construction costs.

The session was part of Seattle-Northwest Securities 5th Annual Municipal Finance Conference held in Seattle. It was led by Doug MacDonald, the state's secretary of transportation, Brent Guinn, vice president of sales and estimating with McKinstry, and Doug Nichols, director of the Construction Services Group of Education Services District 112.



Photo courtesy of Marpac Construction [\[enlarge\]](#)

MacDonald said municipalities need to say “this is not our fault” when it comes to escalating project costs. He said materials prices are driving up the cost of projects, but there is a growing public perception that increased costs are due to mismanagement, thanks to projects like the Big Dig.

The cost of materials and labor are making it harder for contractors to meet their schedules and budgets.

MacDonald said the key to maintaining credibility is managing projects well. He also said municipalities also should strive to be the owner of choice for bidders, so that more bidders are attracted to their jobs.

“Competition in this business is really important,” he said.

Fewer bidders are seeking public jobs. The average number of bidders on each WSDOT project last year was 3.1, which MacDonald said was a record low. Things have improved a little this year, with 3.6 average bidders per project in the first quarter.

MacDonald said it's important to deal with bidders in a fair way, with good contract administration and documents. That also applies to change orders and claims, he said. To attract

How bad is it?

Brent Guinn of McKinstry gave some stats on the cost increases of construction commodities and manufactured goods over the past three years:

Asphalt	-----	51 percent
Iron ore	-----	31 percent
Steel	-----	30 percent
Cement	-----	35 percent
Copper	-----	220 percent
Zinc	-----	150 percent

more bidders, also consider alternative bidding methods.

"Design-bid-build fundamentally doesn't work," he said. "We have to push the envelop to get better contracts."

Watching costs

McKinstry's Guinn said construction costs in the past could be reasonably predicted to track inflation. Spikes were limited to just a few segments in the industry, such as steel or copper. Costs also rose and fell depending on how busy the industry was.

But, in the past four to five years, costs have spiked thanks to what Guinn called a perfect storm of heavy demand from China and India, unstable oil and fuel costs, skilled labor shortages and the hurricanes in 2005. Guinn said the hurricanes' biggest impact was on the price of fuel because oil and gas rigs were taken out of production.

Guinn said it's hard to bid jobs when prices increase quickly.

He said national and international events will have a big impact on future prices. One of the biggest impacts, he said, will be the price and availability of fuel and oil. Fuel is used to deliver goods to job sites and oil is used to make many construction materials.

Guinn said copper and plastic prices will be volatile over the next year, but many experts predict other construction materials have peaked and should start to stabilize.

Contractors are dealing with volatile costs in several ways, he said, including adding contingency dollars to bids, guaranteeing bids only for a few weeks or even days, excluding cost increases associated with materials in proposals, and being more selective about what projects they bid.

Owners can do several things to manage costs, such as recognizing project shelf lives are much shorter and budgets should be updated more often, he said. He recommends increasing contingency budgets from 3-5 percent to 5-8 percent, requiring bonds for all contractors, reviewing contractors' financial health, and creating a contracting format that is attractive to contractors.

Guinn said it's advantageous to bring a contractor on board early. The contractor can help the design team manage volatile materials prices, and do early procurement packages to lock in subcontractor and materials prices as the design develops.

He agreed that municipalities should also try alternative contracting methods because the traditional hard-bid format can create adversarial relationships between the design and contracting firms. Design-build creates a team that can match the design to the budget, since they are responsible for both. The general contractor/construction manager format also brings the contractor on board early, often with a guaranteed budget.

Guinn said owners should only include what is needed in the base bid and include "wants" as alternates to help manage costs. Also, bids should have a clearly defined expiration date for the quote, contractors should be pre-selected, and contracts should have attractive payments and terms.

Help for school districts

Education Services District 112's Construction Services Group has provided construction management services to more than 60 districts around the state through strategic alliances with other ESDs. Doug Nichols said that's about a third of all the state's school districts.

The Construction Services Group focuses on the pre-bond, design, bidding, construction,

closeout and post-occupancy stages of construction projects.

There are three areas school districts should focus on to lower their financial risk during the pre-bond stage: master scheduling, master budgeting and maximizing funding from the state Office of the Superintendent of Public Instruction, according to Nichols.

Nichols said some school districts don't account for non-building costs such as offsite work, regulations and fees, which can make up 30 percent of a budget. School districts can maximize state funding by considering new construction instead of remodeling. In some cases, he said, it's more cost-effective.

In the design phase, school districts should focus on schedule and budget management, as well as constructability reviews, according to Nichols, who said it's important to control the price and scope of the project.

The most important part of the design phase is constructability reviews. Nichols said it's important to have the final construction documents reviewed by a separate team, preferably made up of contractors and engineers. He said 2-3 percent of a typical project's cost results from change orders.

The two important parts of the bidding stage are bidding strategies and bidder solicitation, Nichols said. Municipalities can attract more bidders by paying contractors more frequently and increasing efforts to attract more subcontractors, he said.

During the construction phase, the most important parts are scheduling oversight, budget management, construction quality oversight, and furniture and equipment procurement. Owners should make sure change orders are reasonable to protect the budget. He said making sure a project is built according to design will ensure lower maintenance and fewer problems over the long term.

Nichols said school districts can save 5-7 percent on their furniture budgets by seeking competitive bids. That might not sound like much, but a typical high school project will allocate \$4 million to \$5 million for furniture and equipment.

Important topics during the closeout/occupancy phase include building commissioning, punch list management, retainage oversight and financial reconciliation.

Finally, during the post-occupancy phase, school districts should pay attention to warranty administration and the one-year walk-through. Nichols said some school districts will often let the warranty period slip by without contacting the contractor to fix the work.

Benjamin Minnick can be reached by email or by phone at (206) 622-8272.

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Washington State Transportation Improvement Board Project Activity Report

Reporting Period
From 03/01/2007 to 04/30/2007

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
SCAP Program							
6-P-119(001)-1	ALGONA	Main Street	Construction	CN	632,799	0	Director
6-E-901(003)-1	CHEWELAH	Main St (Flowery Trail)	Construction	CN	319,000	0	Director
6-E-894(006)-1	DEER PARK	Crawford Avenue	Audit	CC FV AD	29,285	0	Director
6-P-811(005)-1	EATONVILLE	Carter Street	Bid Award	BA	541,237	49,137	Director
6-W-831(001)-1	FRIDAY HARBOR	Guard Street	Audit	CC FV AD	614,778	-10,222	Director
6-P-819(001)-1	GOLD BAR	May Creek Bridge / 1st Street	Bid Award	BA	117,930	0	Director
6-P-820(002)-1	GRANITE FALLS	Stanley Street	Bid Award	BA	336,536	19,698	Director
6-P-820(003)-1	GRANITE FALLS	South Granite Avenue	Bid Award	BA	583,355	6,420	Director
6-E-871(007)-1	HARRINGTON	Adams/Second Streets	Bid Award	BA	546,890	33,890	Director
6-E-871(N08)-2	HARRINGTON	WSDOT Eastern Region Chip Seal	Bid Award	BA	55,950	0	Director
6-W-953(006)-1	KALAMA	Fir Street	Bid Award	BA	551,950	22,750	Director
6-W-828(003)-1	LANGLEY	Anthes Avenue Walkway	Bid Award	CN BA	40,500	33,872	Director
6-E-850(007)-1	LEAVENWORTH	9th Street	Construction	CN	500,000	0	Director
6-W-835(N02)-1	LYMAN	Pipeline Road and East Main Street	Bid Award	BA	51,905	0	Director
6-W-957(004)-1	MONTESANO	Main Street	Bid Award	BA	687,882	187,882	Board
6-W-957(B03)-1	MONTESANO	Sylvia Creek Bridge Replacement	Audit	CC FV AD	37,795	4,595	Director
6-E-892(002)-1	NEWPORT	Callispel Avenue	Construction	CN	500,000	0	Director
6-P-804(005)-1	NORTH BEND	North Bend Way	Construction	CN	500,000	0	Director
6-P-813(005)-1	ORTING	Train Street SE	Audit	CC AD	353,266	-30,456	Director
6-E-929(003)-1	POMEROY	Columbia Street	Construction	CN	611,640	0	Director
6-W-950(001)-1	RIDGEFIELD	Mill Street	Withdrawn	WD	47,500	-222,468	Director
6-E-933(N01)-1	SOUTH CLE ELUM	South Cle Elum Way	Bid Award	BA	80,000	0	Director
6-E-875(N05)-2	WILBUR	WSDOT Eastern Region Chip Seal	Bid Award	BA	72,975	0	Director
6-W-978(008)-1	YELM	Stevens Street	Bid Award	BA	547,503	-17,497	Director
Total SCAP Change						77,601	



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Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
SCPP Program							
2-P-808(001)-1	BUCKLEY	Seal Coat Project	Contract Completion	BA CC	22,097	-61,396	Director
2-E-930(001)-1	CLE ELUM	Overlay Project	Bid Award	BA	150,786	0	Director
2-E-912(001)-1	LACROSSE	Seal Coat Project	Audit	CC AD	1,355	-4,001	Director
2-E-915(001)-1	OAKESDALE	First Street Walkway	Construction	CN	327,600	296,150	Director
2-E-916(001)-1	PALOUSE	Seal Coat Project	Audit	CC AD	7,922	-14,769	Director
2-E-918(001)-1	ST. JOHN	Seal Coat Project	Audit	CC AD	41,415	-58,851	Director
2-E-946(001)-1	WAPATO	Seal Coat Project	Audit	CC FV AD	14,131	-14,707	Director
2-W-951(001)-1	YACOLT	Seal Coat Project	Audit	BA CC FV AD	22,192	-22,086	Director
Total SCPP Change						120,341	
SP Program							
P-P-105(P01)-1	AUBURN	A Street SE	Construction	DE CN	68,000	0	Director
P-E-888(P03)-1	CUSICK	Winchester Street/4th Avenue	Bid Award	BA	100,000	0	Director
P-P-811(P01)-1	EATONVILLE	Rainier Avenue	Bid Award	BA	145,000	50,000	Director
P-P-811(P02)-1	EATONVILLE	Rainier Avenue	Construction	DE CN	152,250	0	Director
P-P-138(P03)-1	EVERETT	100th Street SW	Bid Award	BA	75,735	0	Director
P-E-889(P01)-1	IONE	2nd Avenue (SR 31)	Audit	FV AD	118,345	0	Director
P-P-108(P02)-1	ISSAQUAH	S 2nd St, Clark St, Wildwood Blvd	Bid Award	DE CN BA	95,000	0	Director
P-W-151(P02)-1	PORT TOWNSEND	Discovery Road	Bid Award	BA	89,000	0	Director
P-E-167(P03)-1	PULLMAN	Grand Avenue (SR 27)	Bid Award	BA	25,000	0	Director
Total SP Change						50,000	
UAP Program							
8-1-105(031)-2	AUBURN	West Valley Hwy	Withdrawn	WD	13,989	-389,232	Director
8-3-902(004)-2	COLVILLE	Railroad Street	Audit	CC AD	924,212	-48,643	Director



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Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
8-1-204(002)-1	COVINGTON	Wax Rd/180th Ave SE	Construction	CN	1,407,341	0	Board
8-2-985(005)-1	FERNDALE	Malloy Rd	Bid Award	BA	1,581,746	503,110	Board
8-1-104(002)-1	MERCER ISLAND	SE 40th Street	Design	DE	0	0	Director
8-2-157(009)-1	OAK HARBOR	SR 20	Audit	CC FV AD	72,080	-84,405	Director
8-3-863(002)-1	QUINCY	Division St E	Design	DE	56,000	0	Director
8-4-171(017)-1	RICHLAND	Lawless Dr/Wellsian Way/Thayer Dr	Bid Award	BA	1,141,000	0	Director
8-4-182(006)-1	SELAH	Crusher Canyon Road	Contract Completion	CC	1,956,871	84,115	Director
8-5-194(009)-1	SHELTON	Northcliff Road	Bid Award	BA	2,399,934	217,584	Director
8-3-165(078)-2	SPOKANE	Regal Street (Construction Only)	Contract Completion	CC	294,881	0	Director
8-3-165(079)-1	SPOKANE	Thor St/Freya St Couplet	Contract Completion	CC	1,223,550	0	Director
Total UAP Change					282,530		
UCP Program							
9-W-185(002)-1	CAMAS	NW Lake Rd/SE 1st Street	Contract Completion	CC	2,836,851	-834,607	Director
9-W-006(008)-1	CLARK COUNTY	NE Highway 99 Realignment	Contract Completion	CC	4,588,060	-61,390	Director
9-P-206(002)-1	KEN/MORE	Bothell Way (SR-522)	Bid Award	CN BA	3,450,000	450,000	Director
9-P-106(008)-5	KENT	South 228th St	Audit	CC FV AD	1,494,815	-4,760	Director
9-P-106(008)-6	KENT	South 228th St	Contract Completion	CC	278,508	0	Director
9-P-106(009)-1	KENT	277th Street Corridor Extension	Bid Award	BA	1,945,200	0	Director
9-P-027(008)-1	PIERCE COUNTY	Lake Tapps Parkway East	Audit	CC AD	2,653,400	0	Director
9-P-027(013)-1	PIERCE COUNTY	Stewart Road (Summer)	Construction	CN	4,125,600	0	Director
9-P-107(008)-1	REDMOND	Redmond Overlake Traffic Signal & Transit Priority	Contract Completion	CC	329,175	0	Director
9-P-121(006)-1	SEATAC	International Blvd-Phase 4	Audit	CC FV AD	6,328,750	0	Director
9-P-101(011)-1	SEATTLE	Alaskan Way Surface Street Improvements	Audit	CC FV AD	2,321,946	-2,748,054	Director
9-P-031(014)-1	SNOHOMISH COUNTY	112th Street SW	Contract Completion	CC	2,352,739	0	Director
9-E-165(011)-1	SPOKANE	Crestline Street (Design and RW Only)	Contract Completion	CC	467,684	0	Director



Washington State Transportation Improvement Board Project Activity Report

Reporting Period
From 03/01/2007 to 04/30/2007

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
Total UCP Change					-3,198,811		

Total Change -2,668,340

PND - Pending	CC - Contract Completion
PD - Predesign	FV - Final Voucher
DE - Design	AD - Audit
CN - Construction	WD - Withdrawn
BA - Bid Award	

Town of Cusick

Winchester Street/4th Avenue - SR 20 to Monumental Way

Requested Increase

\$77,955

Bid Award Phase Staff Review

FY 2007 Small City Sidewalk Program (SC/SP)

TIB Project P-E-888(P03)-1

Board Meeting Date: May 18, 2007

Bid Award Target Date: Apr 2007

Project Information

Existing Conditions

There are currently no pedestrian facilities along Winchester Street or 4th Avenue.

Proposed Improvements

The project constructs a five-foot sidewalk with curb along one side of these streets. The project provides pedestrian access from the school at Monumental/4th West to the grocery store/deli on SR 20. The project scope also includes short sections of sidewalk on 3rd Avenue serving the city park and a walkway to the skate park on First Avenue.

Funding Summary

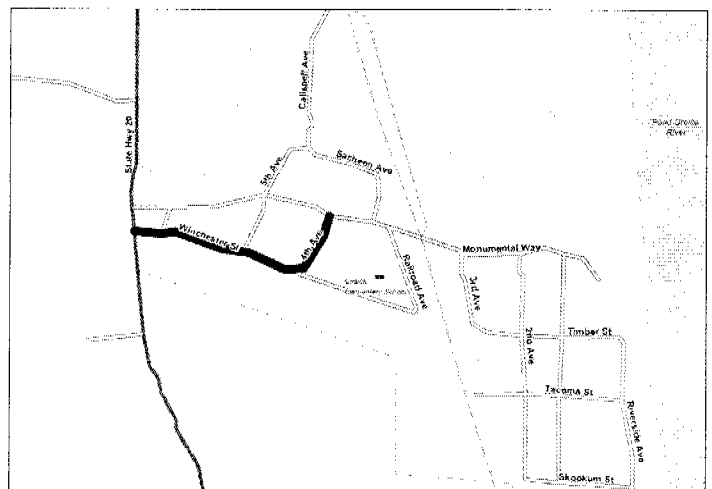
	Original	Increase	New Total
TIB Funding	\$100,000	\$77,955	\$177,955
Lead Agency Funding	0	0	0
Public Funding	0	0	0
Private Funding	0	0	0
Totals	\$100,000	\$77,955	\$177,955

Discussion

The town of Cusick has a population of 205. Cusick's road budget is minimal and does not allow for enhancements without grant funding. The town bid this project in April 2007 and the low bid was \$77,955 above the original grant amount.

The town considered the following options: 1) Eliminate segments of sidewalk along First Avenue and 3rd Avenue; 2) Reject the bids and re-advertise.

The town rejected these options for the following reasons: 1) The remote location of the town would result in paying a premium price to build additional segments under another contract; 2) The proposed deleted segments serve important generators and would lose continuity of the sidewalk system; 3) Construction costs are continuing to rise, and it is doubtful rebidding would result in a better price; 4) Prevent the loss of a construction season. TIB staff concurs with this.



Recommendation

Staff recommends approval of a \$77,955 increase in Small City Sidewalk Project funds bringing the total TIB funds to \$177,955. Board action required.

City of Omak

Ross Canyon Road – Riverside Dr (SR 215) to Ironwood St

Requested Increase
\$258,802

Bid Authorization Phase Staff Review
FY 2007 Small City Arterial Program (SCAP)
TIB Project 6-E-987(004)-1

Board Meeting Date: May 18, 2007
Bid Award Target Date: Jun 2007

Project Information

Existing Conditions

The existing two-lane roadway is in poor condition with narrow gravel shoulders and an inadequate storm drainage system. There is also a significant sight distance problem at the intersection of Ross Canyon Road and Ironwood Street, and the intersection of Ross Canyon Road and Riverside Drive (SR-215) is severely skewed.

Proposed Improvements

The project reconstructs the road to provide two travel lanes with a continuous left turn lane and corrects alignment and sight distance problems at intersections. Adding sidewalk with curb and gutter on both sides will improve pedestrian safety. In addition, a new collection and conveyance system will improve drainage.

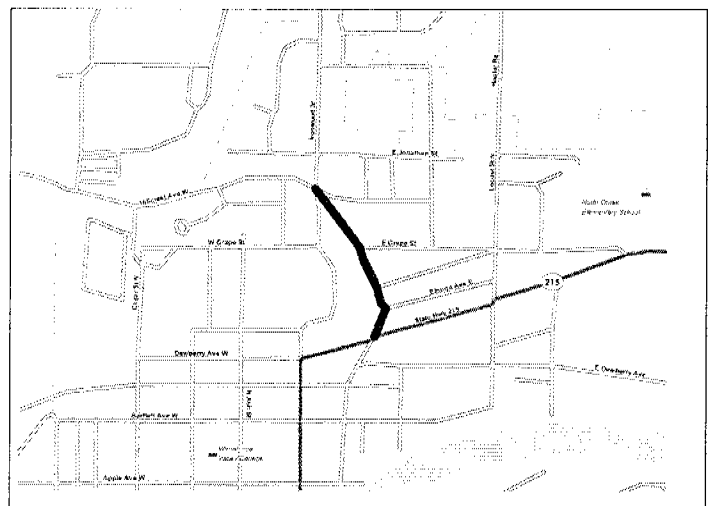
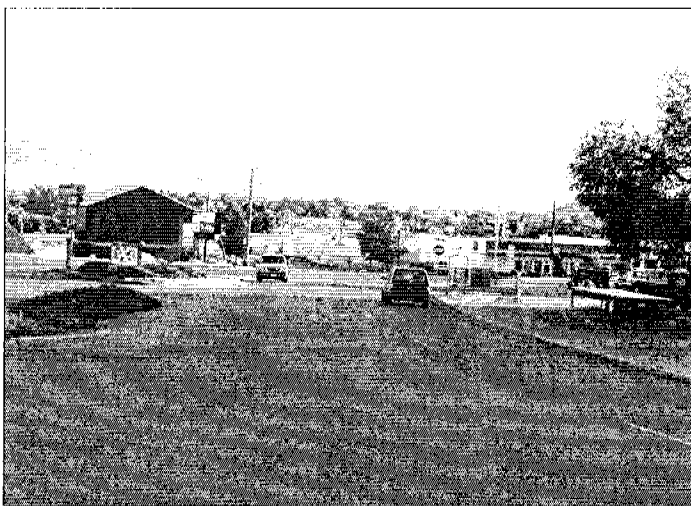
Funding Summary

	Original	Increase	New Total
TIB Funding	\$430,000	\$258,802	\$688,802
Lead Agency Funding	73,250	95,161	168,411
Public Funding	73,250	0	73,250
Private Funding	0	0	0
Totals	\$576,500	\$353,963	\$930,463

Discussion

During the design of this project, the city approached the Washington State Department of Transportation North Central Region about the possibility of adding a traffic signal at the Ross Canyon Road/Riverside Drive intersection. WSDOT responded that the intersection did not currently meet traffic signal warrants, and that the original design did meet minimum standards for intersection geometry and truck turning movements. Unless design changes were made, it was unlikely to be signalized in the future. Changes were made to the design that meets WSDOT design standards maintaining the possibility of signalization as traffic volumes increase. The realignment of this intersection resulted in the need to acquire right of way and additional costs to build the realigned roadway.

TIB staff supports this change because it will improve safety and truck movement through this busy intersection and maintain the possibility of signalization as traffic volumes grow. Other benefits of the realignment include removing truck traffic from Grape Street, which currently travels through a residential neighborhood, to avoid the skewed intersection at Riverside Drive, and avoiding the cost of future reconstruction of the intersection if a signal was added.



Recommendation

Staff recommends approval of a \$258,802 increase in SCAP funds, bringing the total TIB funds to \$688,802. Board action required.



**Washington State
Department of Transportation**
Douglas B. MacDonald
Secretary of Transportation

April 3, 2007

North Central Region
Office of Region Administrator
P.O. Box 98
Wenatchee, WA 98807-0098

509-667-3000
Fax 509-667-2940
TTY: 1-800-833-6388
www.wsdot.wa.gov

Gloria Bennett
TIB Project Engineer
Transportation Improvement Board
PO Box 40901
Olympia, WA 98504-0901

RECEIVED
APR 06 2007

TIB

Re: TIB Project No. 6-E-987(004)-1 Ross Canyon Road

Dear Ms. Bennett:

The Washington State Department of Transportation (WSDOT) would like to take this opportunity to comment on the City of Omak's proposed improvements to Ross Canyon Road. We have been working with the City's consultant, Huibregtse, Louman and Associates (HLA), in regards to the design alignment of Ross Canyon Road and how it relates to its intersection with Riverside Drive (SR 215). Currently the alignment of Ross Canyon to the north of Riverside Drive is at a very large skew to the intersection making turning movements for trucks very difficult to execute without encroaching across the centerline. This is an unsafe situation that will only worsen as traffic volumes continue to increase on Ross Canyon.

HLA's current design includes the realignment of Ross Canyon as it approaches Riverside Drive to meet WSDOT's minimum design standards for intersection geometry and truck turning movement requirements. This new alignment will improve the efficiency of the intersection and the safety of the public. It is expected as traffic increases on Ross Canyon that there will come a time when warrants will require WSDOT to take a look at possibly signalizing this intersection. The warrants at this intersection are not sufficient for consideration for improvements by WSDOT at this time. Having the current truck turning problems solved with the Ross Canyon Project would definitely improve the likelihood of WSDOT giving a signalizing project at this location a higher priority. It will be unlikely for WSDOT to provide a signal system for the existing intersection alignment due to the skew angle of the intersection making it problematic with large trucks.

We understand that this project is currently under-funded for construction due to the additional Right of Way acquisition necessary for the realignment of this intersection, and the City of Omak is seeking possibly additional funding from T.I.B. WSDOT feels to not realign the intersection with this project would be unfortunate and will make it more difficult and expensive to correct the current and future problems with this intersection. We would like to request the T.I.B. to strongly consider if at all possible helping the City of Omak with the additional funding needed to construct Ross Canyon Road as designed.

Sincerely,

Paul Mahre
State/Local Programs Manager

Railroad Street - Fifth Ave to SR 395

Requested Increase
\$378,187

Bid Authorization Phase Staff Review

**FY 2007 Urban Arterial Program (UAP)
TIB Project 8-3-902(004)-1**

Board Meeting Date: May 18, 2007
Bid Award Target Date: June 2007

Project Information

Existing Conditions

Railroad Street currently does not exist between Fifth Avenue and SR-395. The new Railroad Street alignment crosses an undeveloped parcel acquired from the Stevens County Maintenance Department.

Proposed Improvements

This project completes the remaining section of Colville's Central Business District (CBD) truck bypass route. The project builds a new section of Railroad Street between Fifth Avenue and SR-395. A roundabout will be constructed at the intersection of Railroad Street and SR-395. Other features include two travel lanes, a two-way left turn lane, sidewalks, and right turn pockets where warranted. A new storm drainage system will convey runoff to the city's existing storm water detention/water quality facility.

Funding Summary

	Original	Increase	New Total
TIB Funding	\$1,239,243	\$378,187	\$1,617,430
Lead Agency Funding	96,146	29,712	125,858
Public Funding	205,211	72,408	277,619
Private Funding	0	0	0
Totals	\$1,540,600	\$480,307	\$2,020,907

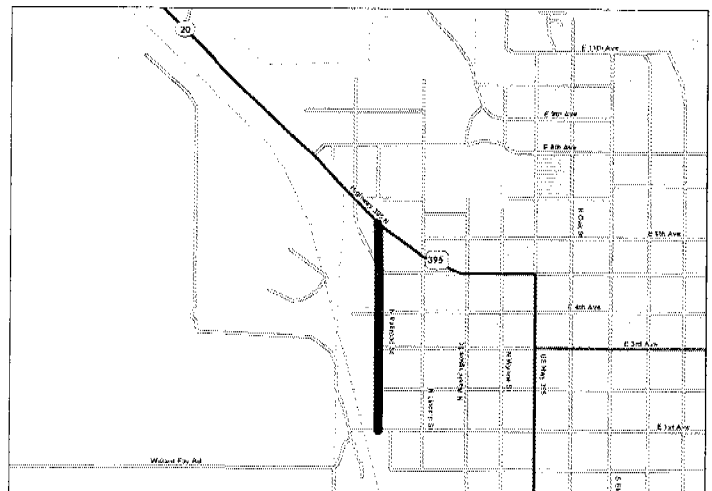
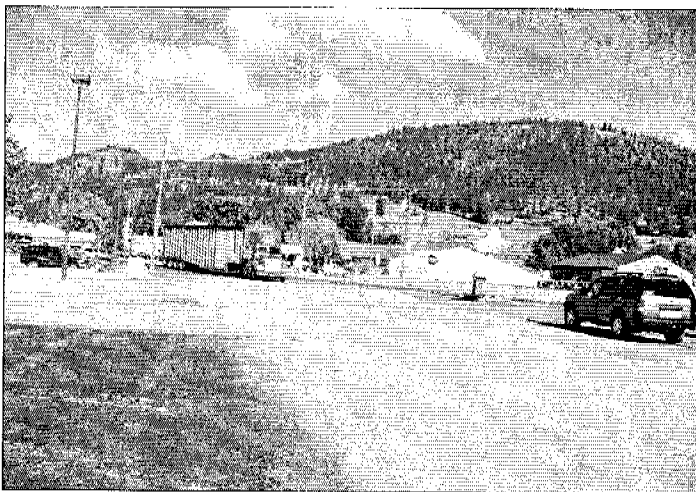
Discussion

Railroad Street is vital to providing a bypass for SR-395, removing truck traffic from the central business district. Removing truck traffic is critical to the revitalization of downtown Colville. The project cannot proceed without an increase greater than the Executive Director's administrative increase authority.

The city is requesting an increase in TIB funds of \$378,187. The major factors are a 20-30% increase in the following items over the last year:

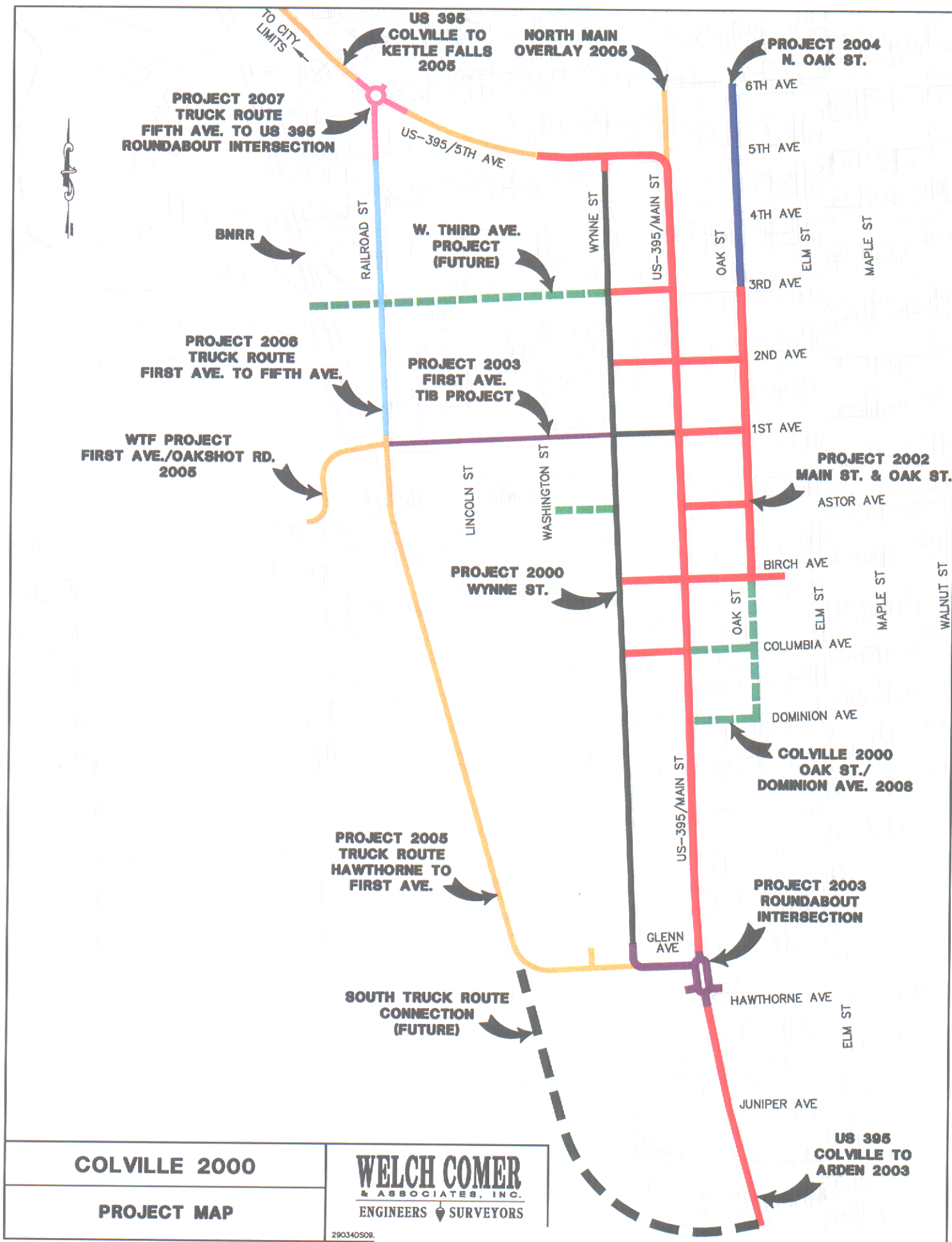
- Skilled labor
- Cost of asphalt, concrete and base rock

The city looked at the option of shortening the project, but this project is the final stage of the SR-395 truck bypass completing the corridor. TIB staff concurs with the city's analysis.



Recommendation

Staff recommends approval of a \$387,187 increase in UAP funds for the Construction phase of this project bringing the total TIB funds to \$1,617,430. Board action required.





Office of the Mayor

Richard Nichols

MAYOR

April 26, 2007

Transportation Improvement Board
Attention: Mr. Stevan Gorcester, Executive Director
P.O. Box 40901
Olympia, WA 98504-0901

RECEIVED
APR 30 2007
TIB

Subject: Request for Additional TIB UAP Funding

Reference: TIB Project 8-3-902(004)-1
Colville Truck Route, Fifth Avenue to US395

Dear Mr. Gorcester:

By a separate transmittal to your staff, the city has provided the final Engineer's Estimate and project plans for our Colville Truck Route, Fifth Avenue to US395 Project. This project is funded 80.4% by the above referenced TIB UAP grant, and 19.6% by local funds. The Engineer's Estimate reflects an expected cost increase for the project of 31.2%. This cost increase is solely due to increases in construction materials, primarily asphalt products, road base products and concrete, plus labor increases attributable to the current tight construction market in our region.

This project is the last phase of our three phase Truck Route project, a regionally significant project designed to reduce freight traffic currently using US395/Main Street through downtown Colville, while at the same time increasing freight mobility and reducing pollution by reducing delays to traffic. TIB has been a significant part of the successful completion of the previous phases of the project, and is a vital partner in completion of this last critical link, the north roundabout intersection of the Truck Route and US395.

The scope of work for the project itself is essentially unchanged from that proposed in our original grant request submitted in August of 2005. Since this is the last leg of the project, there is very little room to reduce the scope such that a workable route would result.

The city has committed an additional \$102,120 in local funds for the completion of this vital project. Your consideration of an increase in TIB funding of \$378,187, which is based on the current TIB matching ratio, is greatly appreciated. The estimated increase does not include a contingency allowance, in accordance with TIB practice. We would request that the Board also consider providing you with the flexibility to adjust the funding as needed based on award and contract completion.

170 South Oak • Colville WA 99114 Phone (509) 684-5095 • Fax (509) 684-5030
e-mail: city@colville.wa.us • web site: www.colville.wa.us

Mr. Stevan Gorcester
April 26, 2007
Page 2

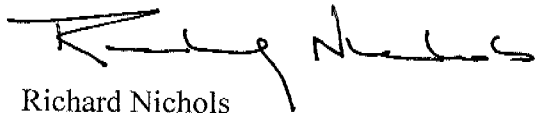
If the additional TIB funding is available, we anticipate advertising for bids on May 23, 2007, and closing bids on June 14, 2007, with construction to complete by the first week of October of this year.

In consideration of the tight timeframe available for construction this season, we have requested that this matter be placed on the TIB Board agenda for the May 18, 2007 meeting in Walla Walla.

Once again, I would like to thank you for your past support of this important project, and your consideration of this requested increase.

If you have any questions, please feel free to contact our Engineering Department at 509-685-1964.

Sincerely,

A handwritten signature in black ink, appearing to read "Richard Nichols". The signature is fluid and cursive, with a long horizontal stroke at the end.

Richard Nichols
MAYOR



**PRELIMINARY FINDING FOR
SKAMANIA COUNTY FOREST SERVICE ROAD 90, CURLEY CREEK ROAD, WIND RIVER
HIGHWAY TRANSFER
May 18, 2007**

I. PURPOSE

To determine if the designation of US Forest Service Road 90, Curley Creek Road, and Wind River Highway, between SR 503 and SR 14, is appropriate as a state route in accordance with the state highway designation criteria in WAC 479-210-150 and RCW 47.17.001.

II. PRELIMINARY FINDING

The Transportation Improvement Board finds that the request by Skamania County to transfer Forest Service Road 90, Curley Creek Road, and Wind River Highway, between SR 503 and SR 14, to the Washington State Department of Transportation does not meet the criteria set forth in WAC 479-210-150 and RCW 47.17.001.

III. BACKGROUND

The 1991 Legislature designated the Transportation Improvement Board (TIB) to review requests for route jurisdiction transfers from cities, counties or the state and to provide a recommendation to the House and Senate Transportation Committees by November 15 of each year for any recommended transfers.

The Board adopted WAC Rules for the administration of the Route Jurisdiction Transfer (RJT) process. WAC Rules 479-210-150(1), and (2) describe minimum criteria that must be met to be eligible for state route designation.

Skamania County submitted a request that the jurisdiction of US Forest Service Road 90, Curley Creek Road, and Wind River Highway, between SR 503 and SR 14, be transferred to the Washington State Department of Transportation. The Board received the request for this transfer on October 31, 2006.

The Chairman of the TIB appointed the following ad hoc committee to review the transfer request:

Leo Bowman, Benton County Commissioner

Jeanne Burbidge, City of Federal Way Councilmember

Bill Ganley, City of Battle Ground Councilmember

Greg Partch, Whitman County Commissioner

Paula Hammond, Washington State Department of Transportation Chief of Staff

Todd Coleman, Port of Vancouver Deputy Executive Director

TIB staff prepared an analysis of the criteria set out in WAC and presented it to the committee on March 23, 2007. The committee reviewed the analysis on April 26, 2007 and made the following determinations.

IV. COMMITTEE DETERMINATIONS

WAC 479-210-150(1)

A rural highway route should be designated as a state highway if it meets any of the following criteria:

- (a) Is designated as part of the national system of interstate and defense highways (popularly called the interstate system); or
- (b) Is designated as part of the system of numbered United States routes; or
- (c) Contains an international border crossing that is open twelve or more hours each day.

Committee Determination

The route does not meet the requirements of this section of the WAC.

WAC rules state that a rural route "*may be*" designated a state highway if it meets WAC 479-210-150(2) (a), (b), or (c). These will be examined separately below.

WAC 479-210-150(2)

It is part of an integrated system of roads.

Committee Determination

The route is a continuation of SR 503 Spur on one end and connects to SR 14 on the other end making it part of an integrated system of roads. **The route meets the requirements of this section of the WAC.**

AND, meets one or more of the subsequent criteria:

WAC 479-210-150(2)(a)

Carries in excess of three hundred thousand tons annually and provides primary access to a rural port or intermodal freight terminal.

Committee Determination

Traffic data supplied by WSDOT and Skamania County support the three hundred thousand ton requirement on most sections of the route. However, no portion of the route provides primary access to a rural port or intermodal freight terminal. "Primary access route" is the road that connects the port to the highway network. The county asserts both the Ports of Longview and Skamania County meet this requirement, but the Port of Longview is more than 50 miles from the start of the route, and the Port of Skamania County does not handle logs, which is the major freight product produced along the route. In addition, the Ports of Longview and Skamania are already served by SR 432 and SR 14, respectively.

The route does not meet the requirements of this section of the WAC.

WAC 479-210-150(2)(b)

Provides a major cross-connection between existing state highways.

Committee Determination

If you travel south on I-5 and then east on SR 14, the distance between Woodland and the community of Carson is approximately 68 miles. If you use the route of proposed transfer, the distance would be approximately 84 miles. The route is not a major cross-connection. **The route does not meet the requirements of this section of the WAC.**

WAC 479-210-150(2)(c)

Connects places exhibiting one or more of the following characteristics:

- (i) **A population center of one thousand or greater;**

Committee Determination

Approximately 200 people live in the Northwoods/Swift area and approximately 800 live in the North Carson/Stabler area. While approximately 1,000 people are spread along the route, no locale meets the definition of a population center of 1,000 or greater. The Carson/Lower Carson area is the only

population center of 1,000 or greater and it is already served by SR 14. The route does not connect from Carson to another population center of one thousand or greater. **The route does not meet the requirements of this section of the WAC.**

WAC 479-210-150(2)(c)

Connects places exhibiting one or more of the following characteristics:

- (ii) **An area or aggregation of areas having a population equivalency of one thousand or more, such as, but not limited to recreation areas, military installations, and so forth;**

Committee Determination

Annual recreational visits to the Windy Ridge outlook have averaged 105,475 for years 2005 and 2006. Windy Ridge can be accessed from both the north and the south, with the southern route being the proposed transfer route. It would take 300,000 annual visitors using the proposed transfer route to make an equivalent population of 1,000. Even assuming that all of the visitors used the southern route, the site would need another 195,000 annual visitors to meet the threshold of 1000 population equivalency as provided in the WAC. **The route does not meet the requirements of this section of the WAC.**

WAC 479-210-150(2)(c)

Connects places exhibiting one or more of the following characteristics:

- (iii) **A county seat;**

Committee Determination

Stevenson is the county seat and is already served by SR 14. **The route does not meet the requirements of this section of the WAC.**

WAC 479-210-150(2)(c)

Connects places exhibiting one or more of the following characteristics:

- (iv) **A major commercial-industrial terminal in a rural area with a population equivalency of one thousand or greater.**

Committee Determination

There is no major commercial-industrial terminal with a population equivalency of 1,000 or greater. **The route does not meet the requirements of this section of the WAC.**

IV. CONCLUSIONS

The Transportation Improvement Board's analysis of the WAC rules concludes that the route does not meet minimum criteria to be designated a state route and have jurisdiction transferred to the Washington State Department of Transportation. The Board is sympathetic to the fact that Skamania County has limited funds to maintain the route. However, the Board may only consider the criteria stated above. Application of the WAC rules clearly conclude that this route remain under local jurisdiction.

STEVAN GORCESTER, EXECUTIVE DIRECTOR

Date



State of Washington
Transportation Improvement Board

Small City Preservation Program (SCPP)

May 18, 2007

BACKGROUND

During the 2007 legislative session, Substitute Senate Bill 5483 was passed and signed by the Governor on April 20, 2007. The bill transferred City Hardship Assistance Program (CHAP) funds from the Urban Arterial Trust Account into the Small City Preservation and Sidewalk Program (SCPP). Unexpended CHAP funds from the previous biennium now may be allocated to small city preservation projects. In addition, CHAP eligible routes are administered from the SCPP Account not to exceed the amount contributed from CHAP revenue. Residual CHAP funds from the 2005-2007 biennia will be available for reimbursement as of July 1, 2007.

STATUS

At the March 23, 2007 meeting, the Board authorized a supplemental call for the Small City Preservation Program (SCPP) for projects that could be constructed summer 2007 contingent on the passage of SSB 5483. **TIB currently projects about \$1,000,000 in residual CHAP funding to support the supplemental call for projects.**

TIB received applications from 26 of 175 small cities requesting approximately \$2 million in funding. TIB staff reviewed the agency requests based on readiness to proceed in 2007, appropriate pavement condition scores, and requested funding level.

Of the 26 requests, 19 were funded with 10 of those at reduced levels compared to the requests. Funding was reduced because of unsuitable PCR scores on some streets, or the requested funding level was deemed too high. We restricted one project, city of Concrete sidewalks, to design-only funding because the team found high need, but insufficient project information. We expect to recommend construction funding in the regular call for projects in November 2007, after design work provides better scope and cost information. Seven requests received no recommended funding due mostly to unsuitable pavement condition; PCR scores were either too high or too low.

Funding allocated below matches the expected cost without an escalation factor. Instead, 15% of the available funding is held back for potential administrative increases. The funding practice used last year included a 180 percent escalation factor with surpluses then used for provisional projects. This practice proved too confusing for the customers and is not recommended for future allocations.

STAFF RECOMMENDATION

Staff recommends that the Board authorize the supplemental call of \$866,600 to fund 19 projects. Board action required.

FUNDED REQUESTS

	Agency	Treatment	Amount
1	Medical Lake	2" Overlay	\$65,400
2	Coulee City	2" Overlay	\$65,200
3	Dayton	Seal Coat	\$48,600
4	Wilson Creek	Seal Coat	\$26,000
5	Clyde Hill	2" Overlay	\$25,000
6	Yarrow Point	2" Overlay	\$25,000
7	Hunts Point	2" Overlay	\$25,000
8	Sumas	2" Overlay	\$65,900
9	Kalama	2" Overlay	\$49,000
10	Blaine	2" Overlay	\$75,000
11	George	Seal Coat	\$30,000
12	Concrete	Sidewalk	\$15,000
13	Wilkeson	Sidewalk	\$30,000
14	Connell	2" Overlay	\$61,600
15	Garfield	Overlay	\$45,600
16	McCleary	Overlay	\$40,000
17	Friday Harbor	2" Overlay	\$46,300
18	Okanogan	2" Overlay	\$75,000
19	Waterville	2" Overlay	\$53,000
		TOTAL	\$866,600

UNFUNDED REQUESTS

	Agency	Treatment	Reason
20	Stevenson	Seal Coat	Insufficient Data
21	Mansfield	Overlay	Low PCR
22	Westpoint	Overlay	High PCR
23	Buckley	Seal Coat	Low PCR
24	Deer Park	Overlay	Low PCR
25	Asotin	Seal Coat	High PCR
26	Starbuck	Seal Coat	High PCR



State of Washington
Transportation Improvement Board

November 2007 Call for Projects
Preliminary Program Sizes and Schedule
May 18, 2007

BACKGROUND

The Transportation Improvement Board's Financial Guidelines were developed to ensure TIB offers a sustainable level call for projects for its major funding programs. There is increasing pressure on the programs to provide increases due to rapid inflationary costs of material and labor with shrinking revenue projections.

STATUS

In 2006, it was discussed among the TIB staff that the fiscal year call for projects needed to be renamed because it does not correlate with the customers' fiscal year. Although the state is on a July-June year, the local customers are on a calendar year. The local agencies should not be penalized by the state schedule. The local agencies that receive the grant awards (specifically the Small City Arterial and Sidewalk programs) should be able to receive funds as soon as the contract is executed. This may decrease the schedule by six months and lead to better project delivery on time and closer to the engineer's estimation of costs.

SCHEDULE

Each year the Board adopts a priority array schedule that is released immediately following the May meeting. Staff recommends the following schedule for the November 2007 call for projects:

Date	Milestone
June 1, 2007	Call for projects announced
June 4 - 21, 2007	Funding workshops scheduled across the state
August 31, 2007	Deadline for applications to be postmarked
September-October 2007	Application evaluation and field reviews
November 16, 2007	Board selects projects at meeting in Tacoma

INVESTMENT

Staff recommends the following program sizes:

Transportation Improvement Account	
Urban Corridor Program	\$25 million
Urban Arterial Trust Account	
Urban Arterial Program	\$30 million
Small City Arterial Program	\$ 9 million
Sidewalk Program	\$ 3 million
Total UATA	\$42 million
Small City Pavement and Sidewalk Account	
Small City Pavement Program	\$ 3.0 million
TOTAL CALL	\$ 70 million

JUSTIFICATION

Issues reviewed when establishing program sizes:

- \$25 million minimum program size
- Rising gasoline prices and decreasing consumer confidence
- Adverse effects of cancellations on projects
- Aggressive project closeout activity
- Withdrawals
- Increase requests
- Outstanding obligations
 - TIA - \$150 million (\$14 million per biennium for debt service)
 - UATA - \$216 million
- Bond debt service
 - TIA has only \$ 7.14 million appropriation authority for additional bonds
 - UATA New bonding authority of \$15 million for current project increases
 - UATA debt retirement
- Residual CIAP funds legislation passed, balance remaining of \$1.4 million. (Final amount will be calculated after June 30, 2007).
- Potential LED Pilot Project – enhances the Governor’s objective of sustainability projects by replacing current signals with LED traffic safety products.

RECOMMENDATION

Staff recommends the Board approve the call for projects schedule and proposed November 2007 program size as presented. Board action is required.



State of Washington
Transportation Improvement Board

Proposed Criteria Changes for November 2007 Funding Programs
May 18, 2007

BACKGROUND

The staff presented proposed criteria changes to the Board at the March 23, 2007 meeting. After the meeting, an e-mail was sent out opening up a comment period for customers, and the following is the result:

URBAN ARTERIAL PROGRAM (UAP)

1. **Issue:** Narrow streets have a large advantage over projects with sufficient width, putting projects where an overlay is the best solution at a severe disadvantage.

Proposal: Revise the point range for existing geometrics.

Discussion: There is no change in maximum points a project can receive in the safety category. It allows a more competitive rating on a street with sufficient width in which an overlay is the right option.

Criteria Change	Original Point Range	Proposed Point Range
Existing Geometrics	0 to 15	0 to 10

Results: 17 responses 14 agree 3 disagree

Comments Received:

- There should also be more weight given to maintaining existing roadways. Most communities cannot afford to maintain what they have. The UA program promotes more new construction while existing roads continue to crumble statewide.
- Believe the UAP should be focused on improving streets to their respective standard, not overlaying streets of sufficient width. Overlays are preventive maintenance, not capital improvements. UAP should focus on improving streets, not maintaining them.
- Additionally changes should be made to criteria regarding congestion relief. There should be more flexibility in terms of how it is scored and not just LOS F to LOS A, but an opportunity for discussion about how the project might benefit congested conditions outside the project limits.

2. **Issue:** Currently, we only assess the condition of the pavement and do not assess the condition of the sidewalk.

Proposal: Add a sub-category for the condition of existing sidewalk to the Pavement Condition category.

Discussion: There is no change in maximum points a project can receive in the pavement category. It allows a more competitive rating on streets where the sidewalks are in poor condition.

Criteria Change	Original Point Range	Proposed Point Range
Sidewalk Condition	0	0 to 5

Results: 18 responses 18 agree 0 disagree 0 no opinion

Comments Received:

- Sidewalk condition should be a factor, but multi-modal issues should be weighted higher and given more scrutiny. There is very little incentive in the criteria for proposing designs that really promote multi-modal transportation.
- Sidewalk condition should be a factor of consideration in the grant rating process.

SMALL CITY ARTERIAL PROGRAM (SCAP)

1. **Issue:** Small city projects in downtown areas where an overlay is the most cost effective solution do not compete as well as reconstruction projects.

Proposal: Add a sub-category for Downtown Rehabilitation to the Pavement Condition category.

Discussion: This change would result in making overlay projects in downtown areas more competitive and allow TIB to fund a more cost effective overlay solution, rather than a full reconstruction project.

Criteria Change	Original Point Range	Proposed Point Range
Within the downtown area	0	7 to 10
Directly connects to the downtown area	0	3 to 6
Sidewalk Condition	0	0 to 5

Results: 18 responses 17 agree 1 disagree

Comments Received:

- This is a valuable change that will allow Cities with poor pavement conditions in the downtown area to receive help in getting that pavement improved. It will also allocate TIB monies to projects that have high community visibility enhancing the perception of TIB. Good move!
- As a leader of a small city we are strictly a residential municipality and do not have a formal "downtown" business district. Suggest you add to the new category a provision for such jurisdictions.
- Overlay projects, being more affordable than reconstruction projects, should not dilute the funding available to complete reconstruction projects. Without grant

assistance, reconstruction projects are far less affordable, or impossible for small cities.

- This solution is not only cost effective, but is highly visible as well making it a winning proposition for both TIB and small cities improvements.
- Some towns and cities have a small downtown area but may have an important scenic route connecting to other facilities like parks or industry. Could you add that in too?

SIDEWALK PROGRAM (SP)

1. **Issue:** Sidewalk projects that address pedestrian access in the central business district with high pedestrian volumes do not compete as well in the sidewalk program.

Proposal: Increase the points assigned to pedestrian access in the central business district, and sub-divide the category between the core business district and other commercial areas.

Discussion: This change results in making projects in the central business district more competitive. This will increase the maximum for the Pedestrian Access Category from 30 to 35 points.

Criteria Change	Original Point Range	Proposed Point Range
In the Central Business District	0 to 3	5 to 10
In another commercial area	0	0 to 5
Directly connects to the Central Business District	1	0 to 5
Directly connects to another commercial area	0	0 to 2

Results: 35 responses 29 agree 6 disagree

Comments Received:

- Sidewalk construction in an urban area is very difficult to fund. The existing criteria for School and Public Building Access are still important and should remain.
- CBD is already listed in the criteria. I would prefer to see "at-risk" groups, such as school children and seniors given more preference in the weighting.
- Agree with the proposal that more consideration should be given to areas with high pedestrian volumes, however, they should be defined as Urban Centers rather than CBDs and commercial areas.
- We see one point can make the difference between being funded and not. This is a significant step up in points... would support an increase of 3-5, but not 10.

2. Issue: It is difficult for an agency to find the local match.

Proposal: Reduce the number of points for local match.

Discussion: This change results in reducing the points for local match. This will decrease the maximum for the Local Support category from 20 to 15 points.

Criteria Change	Original Point Range	Proposed Point Range
Local Match	0 to 15	0 to 10

Results: 37 responses 25 agree 12 disagree

Comments Received:

- I do think it is important to assess the jurisdiction's commitment to the project and don't want to lose that in the mix. Ok with reducing the points but not eliminate it completely.
- If the project is important enough the city should be able to find the match. Reducing the match reduces the amount of leveraging that the fund is able to achieve and the overall number of projects. Those who bring their own money should get points for allowing the money to go further.
- Small cities face bigger challenges securing funding. This change will allow them to be competitive in this category.

RECOMMENDATION

Staff recommends the Board adopt the proposed criteria changes for the November 2007 call for project funding cycle. Board action is required.



State of Washington
Transportation Improvement Board

ELECTION OF CHAIR AND VICE CHAIR
Two Year Term: July 2007 – June 2009

May 18, 2007

BACKGROUND

The Chair and Vice Chair of the TIB are elected every two years by the members of the Board. Both are selected from among the six elected officials serving on the Board. One is to be a county official and one a city official, as stated in the TIB Bylaws, Article II, Sections 1a and 1c. The Chair traditionally alternates between a county and city representative.

Benton County Commissioner Leo Bowman is completing a two-year term as Chair. Federal Way Councilmember Jeanne Burbidge is completing a two-year term as Vice Chair.

The current elected COUNTY officials serving on the Board (in alphabetical order) are:

- Leo Bowman, Benton County: Board term runs through June 2008; not eligible for reappointment due to term limits
- Calvin Goings, Pierce County: Board term runs through June 2010; eligible for reappointment
- Greg Partch, Whitman County: Board term runs through June 2010; eligible for reappointment

The current elected CITY officials serving on the Board (in alphabetical order) are:

- Jeanne Burbidge, Federal Way: Term runs through June 2010; eligible for reappointment
- Bill Ganley, Battle Ground: Term runs through June 2008; not eligible for reappointment due to term limits
- Neil McClure, Yakima: Term runs through June 2008; eligible for reappointment

BOARD ACTION

Friday, May 18 Board Meeting:

Nominations and election of Chair

Nominations and election of Vice Chair